

The nature of the hybrid electric power train allows maximum interior space for payload. Since the front of the vehicle has no power pack, the driver and commander sit roughly side by side for better coordination. The sloped front of the vehicle also improves visibility, signature, and survivability. The lengthened hull results in a larger and more efficient interior for troops and cargo.

Given the redesign opportunity, UD has also enhanced the ergonomics of the seating and instrument panel. And for the troops, they've added a combination integral air conditioner, heat pump, and several 110V outlets for such modern battlefield necessities as laptops and cell phones.

Treading Softly

Another feature of this demonstration vehicle is a one-piece rubber "band" track. Molded from high performance rubber with bonded steel reinforcement,

this track has been developed and extensively tested in cooperation with the Army, UD, and its partner company — Soucy, Inc., of Canada, manufacturers of industrial rubber products. For the 15- to 20-ton weight class, it offers increased durability, reduced weight, reduced heat and noise, and a vastly improved ride when compared to conventional steel track. And the fact that its design features a one-piece assembly reduces the track maintenance costs.

Tracking the Future

The hybrid-electric drive demonstrator clearly was a big hit at the AUSA Convention. The lighter weight, the modularity, and the stealth of the design seem to align perfectly with the Army's transformation vision, which was the theme of the conference.

Adding to the viability of the program is the cost. "In production, the power train and track shown on this demonstrator

could conceivably cost about the same as the subsystems they would be replacing," says Doty. "Vastly improved performance, reduced life cycle costs, and a reduced logistics burden — this is exactly the kind of innovation the Army is looking to us to provide right now."

The NAC, in partnership with UD, has developed a demonstrator that is clearly the direction of future powertrains. This partnership, supported by other NAC partners, will help guarantee that the Army's soldiers are equipped with the best technology in the world today and well into the future.

Editor's Note: For questions or comments on this article, contact Margaret Compton, U.S. Army Tank-automotive and Armaments Command Public Affairs, at comptonm@tacom.army.mil.

LIST OF TOP 100 DEFENSE CONTRACTORS NOW AVAILABLE

The Department of Defense announced today [Jan. 24, 2001] that the fiscal year 2000 listing of the 100 companies receiving the largest dollar volume of prime contract awards is now available on the Web at <http://web1.whs.osd.mil/peidhome/procstat/p01/fy2000/top100.htm>.

The top ten defense contractors for fiscal year 2000 and the dollar value (in billions) of their prime contracts are as follows:

- Lockheed Martin Corp. (\$15.1)
- The Boeing Co. (\$12.0)
- Raytheon Corp. (\$6.3)
- General Dynamics Corp. (\$4.1)
- Northrop Grumman Corp. (\$3.1)
- Litton Industries Inc. (\$2.7)
- United Technologies Corp. (\$2.1)
- TRW Inc. (\$2.0)
- General Electric Co. (\$1.6)
- Science Applications International Corp. (\$1.5)

Editor's Note: This DoD Press Advisory is in the public domain at <http://www.defenselink.mil/news/>.

DoD RELEASES INDUSTRIAL CAPABILITIES REPORT TO CONGRESS

The Department of Defense "Annual Industrial Capabilities Report to Congress" is now available on the Web at <http://www.acq.osd.mil/ia/>. The report is required by section 2504 of Title 10, U.S. Code, to be delivered to the Senate and House Armed Services Committees by March 1st of each year.

This year's report emphasizes that DoD's ability to execute its national defense strategy is predicated on its ability to access a supplier base that can: 1) design and produce next-generation weapons; 2) innovate to preserve technological leadership; 3) reduce cycle times to respond to evolving threats; 4) lower costs; and 5) support interoperability for joint and combined operations with coalition partners.

The report also states that the competitive pressure on the marketplace is the best vehicle to shape an industrial environment that supports the defense strategy.

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